

REMARKS/ARGUMENTS

Favorable reconsideration of this application as presently amended and in light of the following discussion is respectfully requested.

Claims 1-4 are pending in this application. By this amendment, Claims 1-2 are amended; and no claims are added or canceled herewith. Applicant respectfully submits that amendments to the claims and new claims find support in the application as originally filed at least in Applicant's Figures 2-5. Thus, no new matter is added.

In the outstanding Office Action Claim 3 was rejected under 35 U.S.C. §112, second paragraph; Claim 1 was rejected under 35 U.S.C. § 102(b) as anticipated by U.S. Patent 5,366,045 to Liston; and Claims 2 and 4 were indicated as including allowable subject matter.

Applicant appreciates the Examiner indicating that Claims 2 and 4 include allowable subject matter. For the reasons set forth herein, Applicant submits that all pending Claims 1-4 are in condition for allowance.

With respect to the rejection of Claim 3 under 35 U.S.C. §112, second paragraph, the Office Action asserts that Claim 1 is directed to the structure shown in Fig. 10 and Claim 3 is directed to the structure shown in Fig. 11. Notwithstanding the Office Action assertions, Claim 1 was amended by the previous amendment to recite an electromagnetic actuator configured to push the connecting member in a first direction to pivot the pivot levers in a braking direction to bring the braking members into contact with the guide rail and to pull the connecting member in a second direction to pivot the pivot levers in a releasing direction to bring the braking members out of contact with the guide rail. Applicant submits that the recited structure of Claim 1 is generic to the embodiments shown in Figs. 10 and 11. Withdrawal of the rejection of the Claim 3 under 35 U.S.C. §112, second paragraph, is respectfully requested.

With respect to the rejection of Claim 1 and 2 under 35 U.S.C. § 102(b) as anticipated by Liston, that rejection is respectfully traversed. In particular, Applicant submits that the applied art does not teach or suggest a safety device for an elevator that includes, in part, a connecting member pivotally connected to connecting portions of the pivot levers, the connecting portions located on opposite ends of the connecting member along a plane formed by a longitudinal axis of the connecting member, as recited in Claim 1.

Instead, Liston discusses a brake assembly 32 that includes a solenoid 64 acting as a retracting device, a forked lever 66 connected at one end to the output member of the solenoid 64. The forked lever 66 rests on and pivots about fulcrums 68 attached to the retainer 52. The forked lever 66 is connected to retractor links 70 threaded into wedges 50 and 51. The wedges are typically held in braking engagement with the rail 25 by springs 72 received in aligned bores formed in the wedges and in the retainer 52. The solenoid 64 of Liston is normally maintained in a retracted condition shown in Fig. 3 which causes the lever to pivot counterclockwise about the fulcrums 68 and cause the links 70 to exert a downward force on the wedges to overcome the force of the springs 72 and hold the wedges out of braking engagement.

As discussed above and as shown by the bottom view in Fig. 4 of Liston, the lever 66 is forked shape with each end of the fork pivoted about fulcrums 68. The fulcrums 68 are located on either side of the lever 66 and are formed on parallel planes. A longitudinal axis of the lever 66 would extend between the planes formed by the sides of the lever 66. As such, the features of the claimed invention are not taught by Liston. Again, Claim 1 recites in part, a safety device for an elevator that includes, in part, a connecting member pivotally connected to connecting portions of the pivot levers, the connecting portions located on opposite ends of the connecting member along a plane formed by a longitudinal axis of the connecting member.

In accordance with one or more embodiments of the present invention as shown with respect to Fig. 2 for example, the safety device includes a pair of pivot levers connected to each other by the connecting member. The pivot levers are pivoted simultaneously through the reciprocating displacement of the connecting member by the actuator. The safety device can be actuated by inputting a signal to the actuator, thereby actuating the safety device in a short time after detection of an abnormality in the car. As a result, the braking distance can be reduced for the car. Further, the plurality of wedges can be displaced simultaneously by actuating one electromagnetic actuator, whereby the number of parts can be reduced to achieve a reduction in cost. Further, the displacements of the respective wedges can be synchronized with ease, whereby the braking on the car can be stabilized.

The applied art does not teach the features of the claimed invention discussed above, and therefore the applied art cannot provide the advantages discussed above. Withdrawal of the rejection under 35 U.S.C. § 102(b) as anticipated by Liston is respectfully requested.

Consequently, for the reasons discussed in detail above, no further issues are believed to be outstanding in the present application, and the present application is believed to be in condition for formal allowance. Therefore, a Notice of Allowance is earnestly solicited.

Should the Examiner deem that any further action is necessary to place this application in even better form for allowance, the Examiner is encouraged to contact the undersigned representative at the below listed telephone number.

Respectfully submitted,

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